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CENTRAL INTELLIGENCE AGENCY  
INFORMATION REPORT

COUNTRY

## Rumania

DATE DISTR. 3 MAY 1954

**SUBJECT**

## The Town of Arad

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PLACE  
ACQUIRED

NO. OF ENCLS.  
(LISTED BELOW)

DATE  
ACQUIRED 8

**SUPPLEMENT TO  
REPORT NO.**

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DATE OF INFO

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THIS IS UNEVALUATED INFORMATION

1. The town of Arad is very flat, located at sea level, with a population of 100 thousand. Three-fourths of the population lives in the city itself north of the Mures River; the rest live south of the river in New Arad. Agriculturally, Arad is the most prosperous section of Rumania.
2. In the southern section of Arad, a large fort is located which is encircled on three sides by the Mures River. In 1948, the fort housed two battalions of mountain troops, one regiment of police, and a military prison. Soviet officers had all positions above the rank of colonel. Under Soviet direction the woods surrounding the fort on the north were cut down. The bridge leading west from the fort to Arad was destroyed in 1944 and not rebuilt by Sep 48. Security regulations barred Rumanian citizens from the bathing beaches surrounding the fort.
3. The ethnic population of Arad is a mixture of Rumanians, Serbs, Germans (Saxons), and Jews. The German population makes up 75% of the population of New Arad. The Serbian population is located in the northeast section of the city, where it comprises at least 50% of the population. The Jewish section of the population lives in the southern part of Arad near the highway bridge leading to New Arad. This section of the city is also the cultural section.
4. Arad is an important railroad center in the Rumanian network. The railroad center received extensive damage from incendiary bombs in 1944, and it was not completely repaired by Sep 48. The elevated highway over the railroad tracks near the station was never repaired. The railroad bridge to the south over the Mures River was destroyed (partly) in 1944, but immediately rebuilt by Rumanian engineers. A branch of Fabrica Astra is located in Arad and was repairing Soviet railroad cars which appeared to be very similar to US cars. Resista Heavy Industries plant in Arad was manufacturing locomotives and railroad cars for the USSR. Rumanian flatcars carried these new cars to the Soviet border because of the difference in wheel gauge. The locomotives, however, were too heavy for flatcars, so they were manufactured with adjustable wheels and could travel on both Rumanian and Soviet track.

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5. There is a highway bridge between Arad and New Arad which was destroyed in 1944 but was rebuilt by elevating sections which had been destroyed. The work was performed by Rumanian engineers.
6. The Aradana Textile Industry was not damaged during World War II. It employs about three thousand workers and manufactures cotton and synthetic fiber. Fabrica Neumann manufactures alcohol for medicines and beverages; it employed between 1,500 and two thousand workers. The owner of Fabrica Neumann also owns a flour mill, which was very large and very modern. The mill produces yeast.
7. The street system in Arad was directed out in all directions from the town hall, with odd numbers on the left side (facing away from the town hall) and even numbers on the right. The streets themselves had the names of great men or historical places. [redacted] the numbering system has been changed by the Soviets. [redacted] The regular police station is located directly across the street from the town hall, but the secret police is located on the northern side of Str. D. Greceanu. It is number 16 or 18, and it is a private home. Specifically, it is directly across from the street called Tachelonescu.
8. [redacted] it was necessary to carry a personal identity booklet with a special seal for Arad. Rumanians from other cities were not allowed to remain in Arad. To leave Arad, its citizens also had to obtain a special permit after stating the reason for the trip.

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